

Sub 105  
3. (original) The system of Claim 1, wherein the reversible drive power source indirectly drives the main shaft.

4. (original) The system of Claim 1, wherein the first over-running clutch assembly further comprises a gear system arranged to reduce or increase the first output speed.

5. (original) The system of Claim 4, wherein the gear system comprises a harmonic drive gear set.

6. (original) The system of Claim 1, wherein the second over-running clutch assembly further comprises a second gear system arranged to reduce or increase the second output speed.

7. (original) The system of Claim 1, wherein the first subsystem is a hydraulic pump.

8. (original) The system of Claim 1, wherein the second subsystem is an air compressor.

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9. (original) The system of Claim 8, wherein the air compressor is an air cycle machine arranged for air-cooling.

10. (original) The system of Claim 1, further comprising:

a second drive power source, having a drive shaft with a longitudinal drive axis, arranged so that the drive shaft of the second drive power source is connected to and drives the second subsystem.

11. (original) The system of Claim 10, wherein the second drive power source is a single speed non-reversible electric motor.

12. (original) The system of Claim 10, wherein the longitudinal drive axis of the drive shaft of the second drive power source is aligned co-linear with the longitudinal main shaft axis of the main shaft of the reversible drive power source.

13. (cancelled)

14. (cancelled)

15. (cancelled)

16. (cancelled)



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17. (cancelled)

18. (cancelled)

19. (cancelled)

20. (cancelled)

21. (cancelled)

22. (original) A dual drive system for providing power to two aircraft subsystems, the dual drive system comprising:

a reversible drive power source incorporated in an aircraft, having a main shaft with a longitudinal main shaft axis, a first end, and a second end;

a first over-running clutch assembly having a first output shaft, a first output speed, and having a free-wheeling rotational direction, the first over-running clutch assembly being connected to and driven by the first end of the main shaft;

a second over-running clutch assembly having a second output shaft, a second output speed, and an opposite free-wheeling rotational direction, the second over-running clutch assembly being connected to and driven by the second end of the main shaft;

a hydraulic pump, connected to and driven by the first output shaft; and  
an air compressor connected to and driven by the second output shaft.

23. (amended) The system of Claim 22, wherein the reversible drive power source is ~~one of~~ a dual-speed reversible electric motor, ~~a multi-speed reversible electric motor, and a variable-speed reversible electric motor.~~

24. (original) The system of Claim 22, wherein the first over-running clutch assembly further comprises a gear system arranged to reduce or increase the first output speed.

25. (original) The system of Claim 24, wherein the gear system comprises a harmonic drive gear set.

26. (original) The system of Claim 22, wherein the second over-running clutch assembly further comprises a second gear system arranged to reduce or increase the second output speed.



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Sub 35 27. (original) The system of Claim 22, wherein the air compressor is an air cycle machine arranged for air-cooling.

28. (original) The system of Claim 27, further comprising:  
a second drive power source, having a drive shaft with a longitudinal drive axis,  
arranged so that the drive shaft of the second drive power source is connected to  
and drives the air compressor.

29. (original) The system of Claim 28, wherein the second drive power source is a single speed non-reversible electric motor with its longitudinal drive axis aligned co-linear with the longitudinal main shaft axis of the main shaft of the reversible drive power source.

30. (cancelled)

31. (cancelled)

32. (cancelled)

33. (cancelled)

34. (cancelled)



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